

Joint Resolution
by the Chairmen of European Railways

on the

Effects of the European
CO₂ Emission Trading System (ETS)
on the Railways

agreed during the

9th Meeting of the Directors General of the European Railways

on 5 September 2009

in Berlin, Germany

The revised European directive on the greenhouse gas emission trading system (ETS directive) 2009/29/EC foresees that from 2013 onwards, Member States shall auction all allowances to installations for electricity generation. Around 80 % of rail traffic in Europe is powered by electricity, which means that railways are indirectly affected by the ETS because electricity generators will pass their additional costs on to the electricity consumers, i.e. the railways. A study by INFRAS Zurich shows that from 2013 onwards, European railways will be charged with additional costs of more than 500 million Euros p.a.

Rail generates 70% less CO₂ than air transport and rail freight transport emits less than a third of the emissions of an "average" truck and roughly one twentieth of the quantity emitted by an airplane. At the same time road, air and waterway transport - emitting the substantial part of CO₂ in the transport sector - are either not affected by the ETS at all, or only affected to a small extent. Therefore, as rail's competitors in the transport markets will not be carrying such costs, transport volumes will shift to other, more polluting modes of transport.

At the end of the day, this will result in higher greenhouse gas emissions than without the ETS, as railways are a very climate friendly mode of transport. According to a study by ZEW Centre for European Economic Analysis, CO₂ emissions in Germany alone would increase by approximately 800,000 t p.a. in passenger and freight transport.

The undersigned Chairmen of the European railways therefore jointly declare:

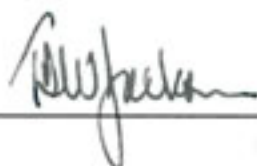
- Given the fact that the revision of the ETS directive will burden the European railways with additional costs of more than 500 million Euros p.a. from 2013 onwards which will cause unintended effects giving rise to CO₂ emissions in the transport sector rather than promoting CO₂ efficiency and
- given the fact that rail is much more climate friendly than trucks and airplanes and that the rail sector has committed to cutting its CO₂ emissions between 1990 and 2020 by 30 %,

- the undersigned European railway undertakings and infrastructure managers demand that all transport modes should contribute to the reduction of greenhouse gas emissions on the basis of the "polluter pays" principle and should be equally included in climate protection activities.
- As this is not the fact today, the undersigned European railway undertakings and infrastructure managers ask Member States and the European Commission to avoid any distortion in competition between railways and other modes of transport. Therefore, equal treatment in the transport sector demands that as long as other modes of transport are not included in ETS (as is the case with road and water transport) or receive a higher allocation of certificates for free (as is the case with air transport), railways should at least not be confronted with one-sided costs from ETS. Therefore appropriate measures on a European and / or national level should be taken to compensate railways for the unintended effects from the current implementation of ETS on the transport sector.

Such measures may consist in the regulation of a compulsory reduction in energy taxes for sectors which are indirectly burdened by the ETS, such as the railways. At any rate the European Commission should announce necessary measures for compensating the railways in its new Action Plan for Energy Efficiency.

**Joint Resolution on the
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on the Railways**

agreed and confirmed by



Timothy Jackson
Angel Trains International

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

**Joint Resolution on the
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Roger Cobbe
Association of Train Operating Companies
(ATOC)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

**Joint Resolution on the
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agreed and confirmed by



Bernard Guillelmon
Lötschbergbahn
(BLS)

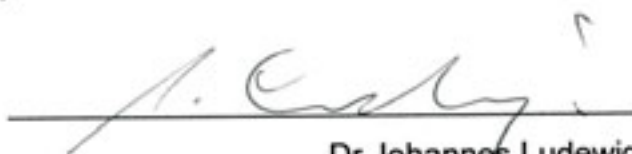
BLS AG

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

**Joint Resolution on the
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agreed and confirmed by

A handwritten signature in black ink, appearing to read 'J. Ludewig', is written over a horizontal line. The signature is cursive and includes a small upward-pointing arrow at the end.

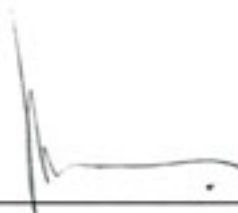
Dr Johannes Ludewig
Community of European Railway
and Infrastructure Companies
(CER)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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Marc Wengler

Société Nationale des Chemins de Fer Luxembourgeois
(CFL)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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Răzvan Laurențiu Stoica
Căile Ferate Române Călători
(CFR Călători)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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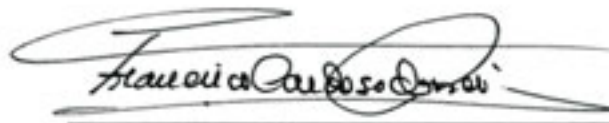
Mihai Frasinoi
Căile Ferate Române Marfă
(CFR Marfă)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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A handwritten signature in black ink, reading "Francisco José Cardoso Dos Reis". The signature is written in a cursive style and is positioned above a horizontal line.

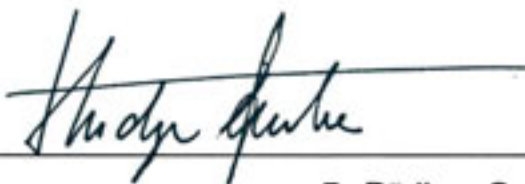
Francisco José Cardoso Dos Reis
Comboios de Portugal
(CP)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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A handwritten signature in black ink, appearing to read 'Rüdiger Grube', is written over a horizontal line.

Dr Rüdiger Grube
Deutsche Bahn
(DB)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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A handwritten signature in black ink, appearing to read "Michael Robson", is written over a horizontal line.

**Michael Robson
European Rail Infrastructure Managers
(EIM)**

**during the 9th Meeting
of the Directors General of the European Railways**

Berlin, 5 September 2009

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Kaido Simmermann
Eesti Raudtee
(EVR)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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A handwritten signature in black ink, appearing to read 'Mauro Moretti', is written over a horizontal line.


Mauro Moretti
Ferrovie dello Stato
(FS)

during the 9th Meeting
of the Directors General of the European Railways

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Dr Csaba Székely
Győr-Sopron-Ebenfurti Vasút
(GySEV)

during the 9th Meeting
of the Directors General of the European Railways

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A handwritten signature in black ink, appearing to read 'Lallemand', is written over a horizontal line. The signature is stylized with a large loop on the left side.

Luc Lallemand
Infrabel

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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István Heinczinger
Magyar Államvasutak
(MÁV) Zrt.

during the 9th Meeting
of the Directors General of the European Railways

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Garry White
Network Rail Infrastructure

during the 9th Meeting
of the Directors General of the European Railways

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agreed and confirmed by

A handwritten signature in black ink, consisting of a large initial 'B' followed by several loops and a long horizontal stroke ending in a small upward tick.


Bert Meerstadt
Nederlandse Spoorwegen
(NS)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009

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Peter Klugar
Österreichische Bundesbahnen *holding*
(ÖBB)

during the 9th Meeting
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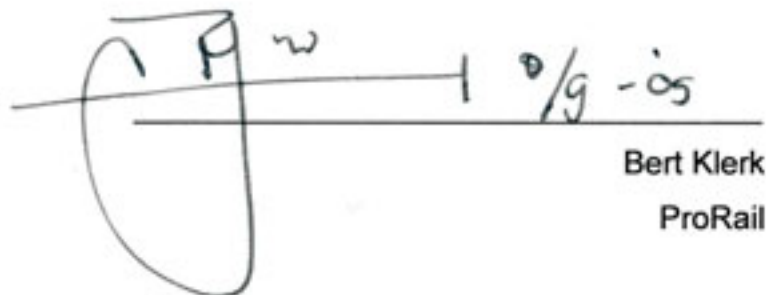
Andrzej Wach
Polskie Koleje Państwowe
(PKP)

during the 9th Meeting
of the Directors General of the European Railways

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A handwritten signature in black ink. It consists of a large, stylized initial 'B' on the left, followed by a horizontal line. Above the line, there are some scribbles and the letters 'P' and 'w'. To the right of the line, there is a vertical bar and the text '9/9 - 05'.

Bert Klerk
ProRail

during the 9th Meeting
of the Directors General of the European Railways

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Ossi Niemimuukko
Ratahallintokeskus Banförvaltningscentralen
(RHK)

during the 9th Meeting
of the Directors General of the European Railways

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Guillaume Pepy
Société Nationale des Chemins de Fer Français
(SNCF)

during the 9th Meeting
of the Directors General of the European Railways

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Andreas Meyer
Schweizerische Bundesbahnen
(SBB)

during the 9th Meeting
of the Directors General of the European Railways

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A handwritten signature in black ink, appearing to read 'J. Loubinoux', is written over a horizontal line.

Jean-Pierre Loubinoux
Union Internationale des Chemins de Fer
(UIC)

during the 9th Meeting
of the Directors General of the European Railways

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Mikael Aro
VR-Yhtymä Oy
(VR)

during the 9th Meeting
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Zoran Anđelković
Železnice Srbije
(ŽS)

during the 9th Meeting
of the Directors General of the European Railways

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Štefan Hlinka
Železnice Slovenskej Republiky
(ŽSR)

during the 9th Meeting
of the Directors General of the European Railways

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Dr Milan Chúpek

Železničná Spoločnosť Slovensko
(ŽSSK)

during the 9th Meeting
of the Directors General of the European Railways

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Matej Augustin

Železničná spoločnosť Cargo Slovakia
(ŽSSK Cargo)

during the 9th Meeting
of the Directors General of the European Railways

Berlin, 5 September 2009